

BIG DEVELOPMENT OF CLOSED BODIES

It Represents a Natural Trend
in Style and Utility of
Modern Car.

Carriages, second only to clothing, have borne man's yearning for style. The trappings of Zenobia's camel, the ruby set howdahs of Shah Jehan's elephants, the stately carriages of French aristocracy or British coaches ancestral to the enclosed automobiles of to-day prove how eagerly mankind has striven for distinction in transportation.

Your coupe and sedan, in name at least, come from the luxury loving court of Louis XIV. Other models reflect the influence of the early English and Colonial coach builders and so it is that the fashions of London gentility in the mid-Victorian era and the fads of a bygone age of romance in France dictate to-day how society shall ride.

Good taste, the mode, whatever it is—rule design, the appearance of extreme care, beauty where it can be had with utility, glint of enamel and flash of plating—have been the ambition of coach builders. Artisans of rare skill they were to command the patronage of the great. An example of how coach building evolved into automobile construction, how style changed with the change in motive power, yet maintained its old canons, is to be seen in the Hudson Super-Six enclosed car models at the automobile show.

More notable than ever before for artistry of line, beauty of finish and completeness of appointments, the sedan, coupe, touring limousine and limousine displayed by the Hudson Motor Car Co. displayed by the Hudson Motor Car Company of New York, Inc., are among the finest examples to be found of the coach builder's art and the efforts to maintain the ancient traditions of the craft and at the same time adapt them to a modern and less luxurious life.

Upholstered in wonderful fabrics matching the color of the bodies, in design these cars are as dainty and luxurious as the trappings of a coach, and yet they are as sturdy and as well equipped as the latest of modern automobiles.

In the sedan, an ideal family car for all weathers and all purposes, the continuous front seat and the fixed pillars supporting the roof insure the rigidity of the body and that it will not develop squeaks and rattles despite the hardest touring service to which it may be put. A ventilator in the cowl, a heater in the rear compartment and revolving lifts to raise and lower the windows permit of perfect temperature control.

The four passenger coupe, a notable example of the coach builder's art, is distinguished by its beauty of line and luxurious fittings. It is upholstered in beautiful fabric matching the color of the body. The driver's seat is "stepped" to assure ease of control in handling the car. Its distinction and smart detailing make this model one of the features of the show.

Then there is the touring limousine which fills every requirement of the owner who sometimes has use for a limousine and at other times prefers a family car which he may with propriety drive himself. It is suitable for either cross-country touring or for town service. A heating system and a ventilator maintain a controlled, comfortable temperature.

And last, there is the limousine. Equipped with vanity case, silken curtains and every luxury of detail imaginable, it is distinctively a Hudson creation which is bound to attract wide attention.

VELIE A FOOD CARRIER.
Does Unusual Work In and About City.

"New York's food routes are not so much the railroads as they used to be," said G. W. Garland, local distributor of Velie Worm Gear Drive Trucks. "The miners can refuse to dig coal—the railroads can lay off trains—our daily bread and the other things that go with it will come right along, so long as the gasoline holds out."

"New York's food supply comes in from the country in motor trucks. You may have seen some of the pictures of the armies of motor trucks, the transports that supplied the armies of men in world war. If New York's food transports were mobilized they would look like those pictures."

"The demand for trucks for this line of work is growing rapidly. We know because Velie trucks head the list in this service here—the largest number of any one make of trucks carrying country products to the New York market being Velies."

"Many farmers who do not own motor trucks are regular shippers by truck. A significant phase of the motor truck development is the growth of regular freight service, by which farmers can hire their produce taken by motor truck directly from the farm to a distant market and thus avoid both the wagon haul and the shipment by railroad or boat. This is the rural motor express system. It is being encouraged under Government direction in some States."

"To-day the weakest part of the transportation of farm products to the consumer is at the first end of the line, between the farmer and his home town or shipping point. In Central and Western States it costs as much on an average to haul the products of the farm to the shipping point as it does to ship freight to the general market. The price obtained for many classes of products by the farmer depend to a large extent upon his ability to place them on the market in good condition at the right time. The ordinary methods of marketing farm products do not take promptness into consideration. Great quantities of food are wasted because farmers cannot profitably get their products to market."

"This is a situation that the motor truck express is overcoming."

FEWER SAXON PARTS.
"Obviously the greater number of parts there are to any mechanism the more chance there is for trouble," remarks G. W. Garland, sales manager of the Saxon Motor Car Corporation. "And that is the reason why we want so much time perfecting the four cylinder motor for the new Saxon. By the word 'perfecting' is meant gaining the goal which stands for efficiency, lack of vibration and quick pick up."

PROSPECTS COIN SELLING SLOGAN.
It is said the selling slogan of the factory Six was actually originated by prospect who frequently made the remark during demonstrations, "This car certainly does handle differently."

This Way to see the Driver under the Hood

CLYDESDALE TRUCKS
4th Canal Alleyway
Jerome Ave. East 194th Street

Marmore Popular Abroad.



Some of the Marmore 24s delivered to France for use of the French staff had the honor of taking part in the liberation of Alsace and Lorraine, and a French photographer snapped this picture just as the car, its French staff, and helmeted poilu driver were overwhelmed by joyous children.

The picture calls to mind the untold honors paid to the Marmore by the French High Commission in its award of a contract to the company to supply motor equipment for the officers of the great staff of France. The order embraced several hundred Marmore 24 touring cars and limousines, and the award was largely influenced by the United States War Department and the peace made by the Marmore 24 in the 1,000 mile active service test held on the Mexican border by the army.

The outside is finished in gray and the interior cabinet work is in natural cherry.

EASY TO STEER AUTOMOBILE.
"Chevrolet 'Review' Shows How Perfection Brings Confidence."

Steering an automobile is not a difficult task. Perfection comes from confidence, not from knowledge. Within a few minutes the novice will have learned just how much of a movement on the steering wheel is required to turn a corner, pass other vehicles or obstructions.

Turning the steering wheel to the left will cause the front wheels to turn in the same direction and the car will travel to the left. Turning the steering wheel to the right causes the car to travel to the right.

Don't forget that after turning a corner the front wheels should be "straightened" up, otherwise you will run off the road.

Always bring your car to a "dead" stop before attempting to back up. Failure to observe this may result in serious damage to the transmission and cause unnecessary expense.

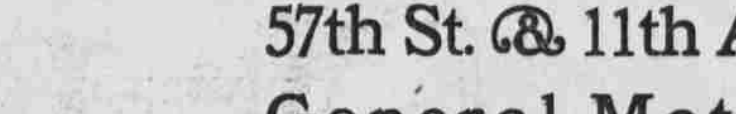
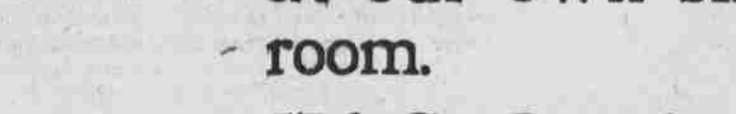
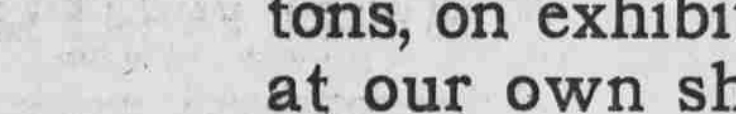
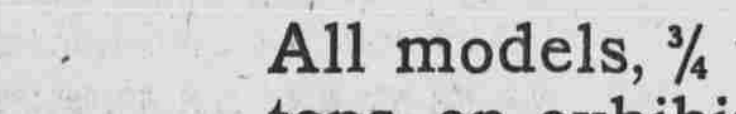
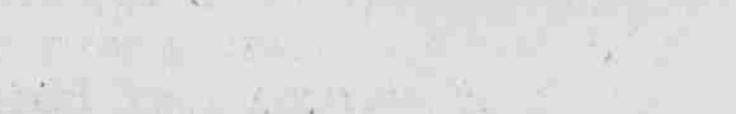
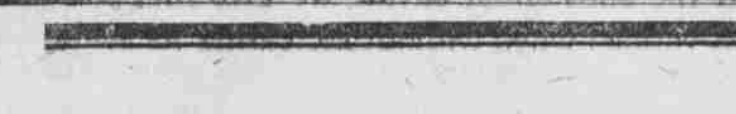
Remember that in moving backward the same movement of the steering wheel will cause you to turn to the right or left as it would were you going forward.

The finished car is the product of the

Chandler Six, a Great New York Favorite.



The Chandler six, famous for its remarkable motor was one of the most popular cars of 1919, and the company is preparing for greatly increased sales in 1920. The J. B. Hulett Motor Car Company, Incorporation, handles the car in this territory.



CLEVELAND SIX OF PROVEN WORTH

Beauty and Sturdiness Are
Qualities of This Popular Car.

Embodied in the Cleveland Light Six, which makes its official debut at the New York Automobile Show in the space allotted to the Hulett Motor Car Company, are beauty of design, power, up-keep economy and easy riding qualities, which won for this car instantaneous popularity when it first appeared six months ago.

While the Cleveland seems new to the public it is not a new untried car.

The Cleveland Light Six was ready for production three years ago, but the world war interfered and the car was not offered to the public.

Instead the car was placed in the hands of capable engineers and tested and observed in every detail for three years. Wherever refinement could be made it was done, with the result that in the finished car as now presented the makers have a car of beauty, power and economy, which they claim will dominate the light car field.

Before the plant of the Cleveland Automobile Company in Cleveland had been finished an unprecedented demand for the new car made necessary an extension of production facilities. An addition to the plant 200 by 80 and four stories high has just been completed, giving the Cleveland factory a production of 150 cars a day. The plant now is 1,000 feet by 80 and four stories high, located on a nineteen acre tract on the Nickel Plate Railroad main line.

The factory is equipped in every department with the most efficient machinery and methods known to modern engineering. Every departmental head has been chosen from the most skillful engineers and mechanics known to the motor car industry.

A powerful dealer organization has been established and is keeping the demand for the Cleveland far ahead of production despite the best efforts of the factory to maintain quantity production. As rapidly as cars have been finished they have been turned over to these dealers, who have vied with each other in effort to give the Cleveland the severest test.

One dealer drove his demonstrator from the factory to Fresno, Cal., over desert and mountains. Another took his Cleveland to one of the highest points in the Sierras. Others did all sorts of hill climbing and bad road driving stunts. In all of these tests the Cleveland proved a wonderful success beyond the dreams of its most optimistic exponents.

Because of its exclusive features, power, efficiency, flexibility, beauty of design and comfortable riding qualities, the new Cleveland Six takes a most conspicuous place in the light car field. The finished car is the product of the

master minds of a group of men who have been identified with motor car building since the inception of the industry.

These men, chief executives of the Cleveland Automobile Company, are: J. V. Whitbeck, president; Sid Black, vice-president and sales manager; J. L. Kral, secretary-treasurer; F. E. Chandler, chairman of the board of directors, and Samuel Regan, chairman of the finance committee.

CLYDESDALES AID ENGLAND.
Bit by bit the story of how Clydesdale trucks helped Johnnie Bull to break the recent coal strike, which threatened the industrial supremacy of England in finding its way back to this country.

It so happened that a large proportion of the trucks which kept the British armies on the western front equipped with food and clothing during the struggle were in England. A goodly proportion of these were Clydesdales.

Thus one part of the Government's problem was solved. If they could find enough experienced drivers to man this fleet of trucks the country would be able to stand the strike indefinitely. But, as is generally the case, this element of the solution was lacking.

The location of the great Ranier factory within the limits of New York, the great shipping center, enables this truck to meet all demands promptly. Its factory has been enlarged recently so that it can turn out twenty trucks a day. Large orders for it continue for overseas, fifty trucks going every month to England on contract. In addition recent orders from Paris for 250, from Antwerp for 200, from Finland, Turkey, Russia, India, Africa, Australia, South America and other countries—show its popularity abroad.

But America has not been neglected. District managers have been recently appointed for all sections of the United States and Canada, and the Ranier is becoming as well known in the South and Middle West as it is in and around New York City.

It has been proved that fully 75 per cent. of all modern hauling is done with trucks of two tons and under. The modern effort is for quickness and small cost of operation. The Ranier has proved very economical in its use of gas and in upkeep. It can get around quickly and economically, all its models being worm drive.

As an example of American efficiency in motor truck transportation the exhibition of the Ranier Worm Drive delivery truck at the show will be interesting as showing the trend of the industry. Speed, economy and dependability! That is the present day watchword in motor trucks. And the Ranier fulfills these requirements to a nicety.

1920 LIBERTY IS EVEN BETTER.
New Models Show High Order of Construction.

Many of the changes made in motor cars are the result of suggestions from dealers and members of the selling force. When the Liberty Six was exhibited at the automobile show last year it was noted by company officials that although criticisms and suggestions from the men of the field were asked for and welcomed, nothing of more than a minor nature was forthcoming, and few even of such suggestions were made. As one dealer said, "It's too good to be improved. At least, I don't know how to better it."

Nevertheless the 1920 Liberty Six shows considerable improvement over previous models, both in body lines, in details of comfort and convenience and in features of design and construction. The wheel base of the car has been

lengthened to 117 inches. It was found possible also to revise the body dimensions in such a measure that more liberal space is provided in both compartments.

Other improvements that will especially appeal to owners from the viewpoint of greater convenience are: interior fastening side curtains, plainly marked, which are carried in a very accessible compartment back of the front seat; plate glass rear curtain light of generous size; improved seat cushions upholstered in genuine leather, fitted over the unexcelled Marshall cushion springs; slanting windshield and newly designed top holders.

Other details include somewhat larger brake drums on the rear wheels and slightly heavier frame side members.

MILBURN'S A 24 HOUR CAR.
May Revolutionize Taxi Service by Low Operating Cost.

In announcing his new type electric taxi car, the Milburn Wagon Company of Toledo, Ohio, believes it has a vehicle which will revolutionize the taxi and taxicab business of this country and Europe.

The new town car makes especial appeal from the standpoint of livery and taxi services because of its economy of operation, its dependability as proved by months of grueling tests and its noiseless and simplified operating.

One of the new features of this and other Milburn models is the Milburn system, perfected this car to the point where it is almost revolutionary in these days of high gasoline prices and low cost operation, which are making the operation of "gas" cars in taxi service an ever-increasing problem.

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RANIER TRUCK MAKES RECORD

Made Close to New York Its
Appeal Is Very Strong.

The Ranier Worm Drive delivery truck has attained deserved popularity within the past few years. It is manufactured by the Ranier Motor Corporation in New York City and is made in three-quarters, one ton, one and a half and two ton models.

The Ranier embraces all the proven units of construction, combined with very strong pressed steel frames, springs and wheels, forming a matchless combination for light, quick work. It has the Timken or Sheldon axles with the David Brown worm and gear, the Brown-Lipe transmission and clutch, the Stimm or Bosch magnetos and the Zenith carburetor, all the best and most dependable units, accurately adjusted to secure the greatest service.

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A Popular Stewart Model.



The one and a half ton Stewart truck, according to Eugene P. Herrman, eastern distributor, has more than met expectations in both sales and satisfaction.

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